

AFNS Review

Compiled from the Air Force News Service

Jan. 26, 1998

Surgeon general discusses medical role in readiness

by Maj. Erin E. Campbell

Human Systems Center Public Affairs

BROOKS AIR FORCE BASE,

Texas (AFNS - 980059) — The Air Force surgeon general is a man with a mission: to put people — not just fences and concertina wire — in the military's force protection equation.

Lt. Gen. Charles H. Roadman II, Air Force surgeon general, visited Brooks this week to observe medical units and talk with medical people. During his stay, the general talked about his programs for maintaining the well-being of Air Force warriors and the role they play in readiness.

"Over the past several years, I have been concerned about the concept of readiness both from the materiel and the doctrinal point of view," Roadman said. "This includes having our people ready to support combat arms and to be able to have sustainment in a time of high stress.

"It's not enough to think of force protection as building barriers to keep the bad guys out and the good people inside safe," he said.

The general advocated mental, physical and spiritual wellness as components for balance in people's lives to enable them to withstand the rigors of deployment and very high stress environments.

But these efforts begin long before an airman goes on deployment.

"We have to make sure our people have all the immunizations they need because of environmental hazards they may face," Roadman said. "We must have the ability to know what the environment has as far as toxins and dangerous chemicals so we can protect the (deployed airmen).

"They must have good cardiovascular fitness to be able to sustain heavy workloads in a stressful environment, and they must be able to have a mental balance

Inside

TDYs rack up overseas credit..... 3

AMC delivers relief supplies to Maine..... 8

C-17 aids earthquake victims in China 9

AAFES improves Deferred Payment Plan..... 13

to recognize why they're there. It's a warrior mentality, if you will. All of this to me is force protection and readiness." Roadman emphasized the Air Force medical community's obligation during peacetime to ensure airmen are ready to fight if deterrence fails. He also stressed the need to maintain oversight of each others' well-being.

"I think we've used the idea of buddy care in wartime as taking care of your wounded casualty next door," he said. "It is equally important for us to think about buddy care in peacetime — to think about people having the stresses of normal life, to be able to react to them. And so readiness is both a peacetime and wartime function for medics."

Another component Roadman said must be considered is the families left at home during deployments.

"We have another medical responsibility to assure that our deployed warriors' families have access to health care so these warriors are not worrying about their families instead of the job at hand," he said. "So, that is a function of readiness as well. All of this is part of force protection."

Just as Air Force Materiel Command uses a "cradle-to-grave" strategy in its maintenance of weapon systems, Roadman sees a similar long-term approach in the

lifecycle of the Air Force's human resources. The keys to this strategy are disease prevention and health promotion.

"There are a tremendous number of things going on in our environment today — and I use smoking as an example — that we kind of tolerate and then say, 'Well, when you get sick, come on in and we'll fix you.' Whereas if we educate people about the risks that they run and convince them to have healthy lifestyles, they won't take part in what I call slow suicidal behavior."

The general said this approach makes ethical and economic sense.

"It's much less expensive to prevent disease than to try and cure it later on," he said. "Taking on the life cycle management of patients rather than just the clinic visit approach is inherent in disease prevention and health promotion."

By encouraging people to decrease smoking and "dysfunctional" diets while increasing the amount of exercise and balance in their lives, the medical community can give people a better quantity and quality of life, Roadman said.

Not to be overlooked, he added, is the fighting force's transition to a more peaceful world.

"I understand how difficult these times are as we go through the post-Cold War resettling," said Roadman. "As we look at the implications of a smaller Army, Navy and Air Force, we need a lot of people with a lot of great ideas so we can collectively come up with the right answers."

Cohen outlines U.S. security interests in Asia

by Douglas J. Gillert

American Forces Press Service

KUALA LUMPUR, Malaysia

(AFNS - 980076) — The U.S. military presence in Asia should be broadened and deepened, yet not increased in the region above the current level of about 100,000 troops, Defense Secretary William Cohen said here recently.

Cohen spoke to the Pacific Dialogue, a group for Southeast Asian and U.S. political and business leaders he helped found when he was a U.S. senator. He said the current Asian financial crisis heightens the need for the United States to maintain and bolster its military presence as a signal of the U.S. commitment to East Asia.

"Our ships need ports of call, repair and sustainment," Cohen said. "Our forces need a variety of training opportunities to maintain readiness, and they need logistical support to be ready to respond to regional contingencies."

The secretary said opportunities for U.S. military forces to train and operate with Asian forces are critical to America's engagement strategy in Asia. "These relationships not only deepen the relationships between our militaries and our defense officials," he said, but they "support our multifaceted military presence. They allow us to understand and to trust each other more, and thus create more opportunities for greater security and stability."

Citing past cooperative efforts of members of the Association of Southeast Asian Nations, the secretary said the U.S. government looks to these nations to keep the United States anchored in the region. He called for enhanced military-to-military exchanges, improved access and greater defense policy dialogue.

The secretary used his visit to China as an example of the kind of agreements he seeks with other Asian countries. Cohen signed an agreement in Beijing Jan. 19 establishing a means for naval exchanges between the United States and China that will include ports-of-call.

He also cited earlier agreements — with Australia, to revitalize the alliance and reorient it to the needs of the Asia-Pacific region in the 21st century, and with Japan. In September 1997, Japan and the United States approved revised guidelines for defense cooperation, under which "we will take practical and substantive steps to prepare our alliance for the challenges of the future, from providing humanitarian relief to responding to regional crises that affect Japan's security," Cohen said.

"These challenges do not require more forces, but they do require more flexibility, which the revised guidelines provide. And they ensure that, just as it has for the last half century, the U.S.-Japan alliance will underpin the stability in the Asia Pacific region that has been the basis for the region's remarkable economic growth over the years."

Not only is the United States concerned with bilateral relationships in the region, but multilateral cooperation as well, Cohen said. "Over a period of only a few years, multilateral fora have become an important and permanent feature of the regional security architecture, and ASEAN's activism in this has been essential," he said.

To be successful, however, multilateral mechanisms must be built on solid bilateral relationships and a U.S. forward presence, Cohen said.

"Indeed, given the high stakes involved, security structures, no less than financial structures, must be built on a solid foundation, not shifting sands," he said.

Air Force team completes review of C-130 fleet

SCOTT AIR FORCE BASE, Ill. (AFNS - 980064) — The team appointed to conduct a review of flight safety issues associated with the C-130 aircraft has completed its report.

That team, headed by Maj. Gen. Bobby O. Floyd, Air Mobility Command director of logistics, was also chartered by the secretary of the Air Force to look into

the Nov. 22, 1996, accident involving the HC-130P from the 939th Rescue Wing, Portland International Airport, Ore., that crashed into the Pacific Ocean.

Key recommendations the team has made include the following:

■The Air Force should review and update the existing lead command directive to reflect changes that have occurred since the stateside theater airlift fleet transferred from Air Combat Command to Air Mobility Command in April 1997. It should ensure that cockpit instrumentation and aircraft modifications are standardized across a fleet of like aircraft and that the manuals used to maintain and operate the aircraft are up to date, easy to read and standardized across the fleet.

■The Air Force should consider Federal Aviation Administration and National Transportation Safety Board guidelines and experiences in arriving at a standardized set of digital flight data recorder flight parameters. This would ensure that essential flight data is captured for evaluation in future incidents and accidents.

■The Air Force should review ditching and bailout procedures. Specifically, it should analyze previous ditching events and use this data to update and standardize flight manuals with a discussion of ditching survivability and techniques. It should ensure that the information concerning bailout in the flight manuals is consistent between models. The Air Force needs to require crews to review these procedures on the first leg of each over-water mission. Also, the Air Force should establish a standard life support equipment requirement for each mission design series.

■The Air Force should fully fund a program to completely rewrite its C-130 technical orders and also fund an initiative currently under way to convert technical manuals from paper format to digital. New CD-ROM technology will make updating the technical manuals easier and less expensive.

■The Air Force should recover selected wreckage from King 56 — the Portland aircraft — particularly the wing section, the fuselage tanks and the cockpit fuel gauges. These items would answer many open questions and provide additional information concerning various possible fuel-related scenarios.

The review team studied the safety

AFNS Review

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history of the C-130, examined aircrew training and observed C-130 crew members and maintenance people on the job to get a first-hand look at any problems they may have encountered. They visited more than a dozen C-130 units during the course of the review.

Experts from Air Force Headquarters, Air Mobility Command, Air Force Materiel Command and both the Guard and Reserve, along with a representative from the National Transportation Safety Board, comprised the review team. Industry representatives from Allison Engine Company, Lockheed-Martin Aerospace Systems and Hamilton Standard Propeller Systems served as advisors to the team.

The C-130 is considered to be one of the workhorses among military aircraft. C-130s have flown more than 14 million hours since entering the Air Force inventory in the mid-1950s, and the aircraft boasts one of the lowest accident rates among the Air Force's aircraft inventory — about half the overall Air Force rate for fiscal 1997. (Courtesy of AMC News Service)

AFPC launches interactive demographics Internet package

by Tech. Sgt. Johnny Rea

Air Force Personnel Center Public Affairs
RANDOLPH AIR FORCE BASE, Texas (AFNS - 980082) — In a move representing a quantum leap in delivering personnel information to the force, a new easy-to-use program is up and running on the Air Force Personnel Center's world-wide web home page.

The new "Interactive Demographics" page instantly produces demographic information on Air Force personnel which previously took days or even weeks to obtain.

"This is a first step in fundamentally changing how we do business," said Col. Mike Schiefer, chief of AFPC's Plans and Analysis Division. "The program was built with the customer in mind, and it instantly puts data in the hands of the people who need it."

Schiefer said the new interactive web application is the first of about 20 that programmers and analysts are building this year. Customers can access the program via the AFPC home page



Short duty now counts toward overseas credit

More and more of today's Air Force members are feeling the increased pace of overseas temporary duty. Now, there is a positive side to those all-too-frequent overseas trips.

The Air Force Personnel and Finance communities, working together, are giving members credit for overseas TDYs of as few as two consecutive days. They are adjusting the key dates that determine non-volunteer vulnerability for an overseas assignment. This process, in place since January 1997, ensures people receive appropriate credit for their overseas TDY experience.

When a person files a TDY travel voucher, the Defense Finance and Accounting Service office automatically sends the information to the Air Force Personnel Center to adjust the airman's overseas duty service dates. People serving an extended number of days TDY overseas may even earn short- or long-tour credit.

While overseas TDYs, particularly deployments, will continue to be part of military service, there is one positive aspect: Credit for the TDY time served can help to avoid non-volunteer selection for overseas assignment.

For details on overseas TDY credit, contact your local financial services office or military personnel flight.

Watch this space in the next few weeks for more on pay, benefits, promotions, assignments and other quality-of-life issues.

(www.afpc.af.mil), by clicking on the "Personnel Statistics" link, then the "Interactive Demographics" link.

Launched on the web Jan. 15, the SAS-based interactive demographics package allows users to look at summarized data from a list of 36 demographic variables. The program currently offers information on enlisted members and officers, but plans are in the works to add civilians in the near future.

The personnel database can be "cut" or "crossed" up to four ways. For example, a customer can find out how many male staff sergeants in Air Combat Command have associate's degrees, or one could examine Air Force specialty codes for officers by gender, command and education level.

Previously, analysts from the center researched and built programs based on requests from a variety of people — anyone from high school students to congressmen.

"We're estimating the interactive demographics package will take care of about 80 percent of our phone calls and E-mails," said Tech. Sgt. Brooks "Eddie" Stevens, the Center's analyst who programmed the interactive package. "Our static demographic pages received about 10,000 hits last year alone, so this naturally evolved into the next generation of providing information to the customer."

While Stevens wrote the code for the program, the vision to develop an interactive, web-based capability at the center came from analyst Capt. Brian Sheff.

"The interactive demographics package will be especially helpful for overseas members, who are often at the mercy of time zones," Sheff said. "Now, they can generate their own information from more than 1.2 million valid combinations of the data in just a matter of seconds, and download it into spreadsheets and charts."

Sheff said the package reflects the "most-asked" questions, but additional demographic choices will be added to meet future needs of AF members. "This will be a growing program. We may experience a few hiccups along the way and ask that people be patient as we work through them."

Next EQUAL list set for release Feb. 3

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980073) — The newest Enlisted Quarterly Assignment Listing of available overseas assignments arrives at military personnel flights and on the Air Force Personnel Center's World Wide Web home page Feb. 3.

This list includes enlisted assignments for overseas jobs opening during the October through December 1998 time frame.

Personnel officials recommend

assignment preferences be updated by Feb. 19 to ensure the information is in the computer system before actual assignments are released on or about March 23.

EQUAL advertises upcoming assignment requirements, by Air Force Specialty Code and rank, and gives people a chance to update their assignment preferences to match vacancies needing filling in a particular cycle. Members should review, prioritize and list specifically those assignment options available to them on EQUAL.

Separate listings for assignments available at overseas locations as well as assignments available for those returning from overseas areas are published quarterly. Special duty assignments appear on EQUAL-Plus and are updated weekly.

Military personnel flights and unit orderly rooms will have copies of the listings and can help people update their preferences. People who are on temporary duty during the advertising period should contact the nearest personnel office for assistance.

People can access the list on the AFPC website at <http://www.afpc.af.mil>; then click on the "enlisted" text. The list is also available through Air Force Link at <http://www.af.mil>, under "careers." (Courtesy of AFPC News Service)

Civilian career programs combine

WASHINGTON (AFNS - 980061) — Three Air Force civilian career programs are combining to ensure future changes within the personnel work environment are managed with a corporate approach in mind.

Current career programs within the personnel community — family matters, education services and civilian personnel — will fall under one umbrella. They will form the new personnel civilian career. The program will include GS-12 through GS-15 full-time equal opportunity specialists,

managers and military personnel specialists who support the active-duty force.

The merger is designed to enhance employees' career opportunities in an era of restructuring and downsizing organizations.

According to Lt. Gen. Michael D. McGinty, Air Force deputy chief of staff for personnel, program integration is a must. He said that this will ensure the work force has the depth and breadth of experience to perform in the personnel organization of the future.

The Personnel Civilian Career Program Policy Council will be composed of major-command directors of personnel and will be chaired by the Air Force deputy chief of staff for personnel. It will be responsible for determining career broadening needs and program objectives, nominations for long-term training, intern development and measuring program success.

There will be four panels under the policy council, one each for family matters, military personnel, civilian personnel and education services. Full-time equal employment opportunity specialists and managers, GS-12 through GS-15, will be included in the civilian personnel panel.

McGinty says career programs are not new. For the last 20 years, he noted, they have successfully developed and advanced employees to senior leadership positions.

"This new program will improve on an already successful approach to civilian career management within the personnel field," he said. "We want our people prepared for the future and see this merger as a means to facilitate that end."

The new program is planned to stand up in January. Registration and referrals for the military personnel panel will begin after any required local bargaining is complete.

For more information, employees can contact their respective PALACE Team at the Air Force Personnel Center, Randolph Air Force Base, Texas.

Nearly 10,000 respond to officer assignment system survey

WASHINGTON (AFNS - 980055) — The results are in, and 9,980 officers responded to the Officer Assignment System Review Group's survey on the current assignment system.

The group was commissioned in December by Air Force Chief of Staff Gen. Michael E. Ryan to review the principles and processes of the OAS, ensuring it fits the current force structure and composition of the service.

The results — along with verbal input to the 17 team members and their own personal experiences — are being used to recommend improvements to the system. After Ryan and other Air Force senior leaders review the recommendations, Ryan is scheduled to announce the changes in March.

"The feedback from the officer corps was exactly what we needed to help us craft our recommendations for General Ryan," said retired Gen. John A. Shaud, OAS Review Group chairman. "Our decisions won't solely be based on the results of the survey and the written inputs received along with them, but they are playing a role in helping us understand the officer corps' thoughts, impressions, perceptions and knowledge about the current assignment system."

Specifics on the survey results will not be released until Ryan's final decision on the group's recommendations, but Shaud did discuss the demographics and, in general, what the survey said.

The 14-question survey was posted on the Air Force Personnel Center World Wide Web page from Dec. 19 until Jan. 8. Among the 9,980 officers who took the survey were 21 general officers, 426 colonels, 1,761 lieutenant colonels, 2,662 majors, 3,638 captains, 928 first lieutenants and 544 second lieutenants.

The art of progress is to preserve order amid change and to preserve change amid order.
—Alfred North Whitehead

The group received input from officers stationed all over the world from almost every Air Force location and joint command. In fact, officers assigned to more than 66 different commands and agencies responded.

For example, 2,033 officers from Air Combat Command and 576 from U.S. Air Forces in Europe took the survey while 43 completed it from the Defense Logistics Agency and 17 from the Air Force Doctrine Center. Concerning location, 8,308 surveys came from officers stationed stateside, 1,403 from overseas long tour locations and 269 from officers serving short tours.

As far as career field groupings are concerned, 5,964 support, 1,732 pilots, 903 non-rated operators, 807 navigators and 574 non-line officers took the survey.

"With the various ranks, commands and career field groupings represented, I'm confident the survey results are valid and represent the views of the officer corps," Shaud said.

In all, more than 500 typewritten pages of responses were sent in with the surveys. The subject matter of the responses ranged from officers relaying their own positive and negative experiences with the system, to pointing out perceived problems, to giving suggested solutions to problems they believe occur.

"My group is studying the results and reading each of the written messages which were sent along with the surveys," Shaud said. "It's a great deal of work, but if officers took the time to write responses, we are going to take the time to read them."

In general, the survey pointed out several things for the group: Officers want a system that addresses the needs of the Air Force. They also want one that is stable and predictable, is visible and allows both commanders and individuals to provide input into their assignment and balances all this with an officer's needs — both professional and personal.

"No matter if you cut the data by rank, command or career field grouping, those messages came through clearly in the survey and comments provided along with them," said Shaud. "This was valuable input and, along with other information, precisely what we needed to make solid recommendations to the chief."

Ultimately, Shaud said, he wants the group to make recommendations that ensure the assignment system is meeting

the needs of today's professional Air Force officer.

"Our officers today are as selfless and capable as any who have served in the past," he said. "And I want them to know we'll ensure our recommendations are ones they can believe in, are fair for all and fully considered the input they provided."

Traffic regulations change in Germany

RAMSTEIN AIR BASE, Germany (AFNS - 980084) — American motorists in Germany will need to heed new and revised traffic laws taking effect later this year.

Officials from the Federal Traffic Ministry in Bonn recently released a list of the changes that include a tougher stance on drug and alcohol related driving, an increase in fines, and a new policy for leaving the scene of an accident.

The legal standard for drunk driving will drop from 0.08 to 0.05. Motorists with a blood alcohol test (BAT) reading of 0.05 will be fined DM 200 — about \$114. The driver will also be assessed two penalty points. Motorists with a BAT of 0.08 or higher will lose driving privileges.

People who drive under the influence of drugs can be punished without proof they are unable to drive safely. Offenders can be fined up to DM 3,000 and driving privileges may be revoked up to three months.

Fines for other traffic violations will generally double from DM 1,000 to DM 2,000, according to ADAC — the German automobile club.

Fines for not wearing seat belts will also increase 50 percent, from DM 40 to DM 60 in the spring. Motorists carrying a child without a restraint will be fined DM 80 instead of what was previously a DM 40 infraction. The driver will also be assessed one penalty point.

Illegally occupying a handicapped parking space will cost motorists DM 75 instead of DM 40, and driving over 60 kilometers per hour in towns will also result in drastic fines.

Judges can choose not to fine motorists involved in minor accidents with parked vehicles, but only if they report to the police within 24 hours. Presently, drivers who damage a parked vehicle must wait for police or the owner of the damaged

vehicle to arrive on scene to avoid fines or penalty points.

For the amount of fine in U.S. dollars, check with your local finance office for current conversion rates. (Courtesy of U.S. Air Forces Europe News Service)

CAP-USAF needs reservists

MAXWELL AIR FORCE BASE, Ala. (AFNS - 980065) — Civil Air Patrol-United States Air Force, the Air Force unit providing advice, liaison and oversight to the Civil Air Patrol's 56,000 members, urgently needs enlisted and officer category E reservists.

CAP-USAF-assigned Reservists have year-round opportunities to have a major impact in each of Civil Air Patrol's three mission areas: the cadet program, aerospace education and emergency services. These mission areas offer Air Force Reservists the truly unique chance to have a positive influence on many people in all walks of life.

Positions range from acting as liaison between CAP and the Air Force during search and rescue operations, to teaching air and space science to young people and helping run a cadet flight encampment. Opportunities are available nationwide. The category E program offers great flexibility — there are no annual tours or mandatory weekend unit training assemblies.

For more information call Joyce Deplanche at (334) 953-5225 or DSN 493-5225. (Courtesy of the Civil Air Patrol)

Super Bowl foes team up in Southwest Asia

by Master Sgt. Greg Bade
4406th Operations Group (Provisional)
Public Affairs

ARABIAN GULF REGION (AFNS - 980070) — When the Denver Broncos and Green Bay Packers oppose each other in the Super Bowl Jan. 25, F-16s from Colorado and Wisconsin Air National Guard units deployed to Southwest Asia will fly in formation over southern Iraq.

While the two units team up to enforce the U.N.-sanctioned no-fly zone in southern Iraq, on the ground they have broken formation to support the Super Bowl teams from their home states.

The aircraft belong to the 115th Fighter Wing, based at Truax Field in Madison, Wis., and the 140th Wing, from Buckley

Air National Guard Base in Aurora, Colo. The two wings are sharing aircraft and support equipment as part of a deployment schedule that rotates five F-16 Guard units for successive 30-day deployments here to support Operation Southern Watch.

The 115th FW 'Badgers,' the first of the five in the rotation, arrived here in mid-December with four of its own F-16C/D aircraft, and two of the 140th Wing's F-16C/D Fighting Falcons. Guard units frequently combine resources for these kinds of deployments, according to Master Sgt. Marc Connolly, first sergeant for the 140th Wing Detachment.

"It's a common arrangement for us to bring another Guard unit's aircraft and equipment on the front end of a deployment, and then leave our aircraft behind as they replace us to continue the rotation cycle," Connolly said.

Once here, the Air National Guard units integrate with active duty units and are aligned under the 4406th Operations Group (Provisional). It is an arrangement that validates the "Total Force Concept," according to Col. Robert Awtrey, 4406th OG(P) commander.

"Guard units have been deploying to the region for over a year now, and the expertise the Madison and Buckley folks demonstrate is representative of what I've seen from every Guard unit," Awtrey said. "What we do here clearly shows active and reserve units operate together at a very high level of effectiveness. We are full partners in carrying out the Air Force's mission in this region."

As the 140th Wing's "Cougars" began arriving Jan. 11 to replace the Wisconsin unit, members from both units kept one eye on rising tensions over U.N. inspection teams in Iraq and one eye on the American and National Football Conference Championship games. Predictions and boasts began flying in earnest when the Broncos and Packers emerged victorious to advance to the Super Bowl.

"Their team is 0-4 in Super Bowls and they've got an old quarterback," said Lt. Col. Bob Fritsch, 140th FW Detachment commander, referring to the Broncos. "Our team is 3-0 in the big show and has a young gun for a quarterback. I predict the Packers will win 35-24."

Shaking his head and frowning his disagreement across the room from Fritsch in the fighter detachment operations center, 140th Wing acting detachment

commander Lt. Col. Andy King smiled and predicted the Packers' Super Bowl record will be 3-1 when they leave San Diego.

"(John) Elway (Broncos quarterback) is finally going to get his ring because he has the one thing this time he didn't have during his previous Super Bowls," said King. "That's a great runner in the backfield. Broncos, 17-10."

One thing the two commanders have complete agreement on is the performance of their units as control of the six F-16s passes from the Badgers to the Cougars.

"We're handing off to an absolutely first-class organization with some of the finest professionals in the business," said Fritsch. "I'm confident the mission we've been performing the past 30 days will continue without skipping a beat as the 140th takes over." (Courtesy of ACC News Service)

Shaw unit specializes in SEAD missions

by Capt. Laurent Fox
347th Air Expeditionary Wing
Public Affairs

ARABIAN GULF REGION (AFNS - 980074) — In combat missions over Iraq, there are two potential threats to Air Force aircraft: air-to-air and surface-to-air missiles. Air-to-air configured F-15s and F-16s, clearing the area and patrolling in case of a launch of enemy aircraft, aptly handle the first potential threat.

The second potential threat involves various enemy air defenses such as surface-to-air missiles and anti-aircraft batteries.

Eliminating this threat involves flying suppression of enemy air defense, or SEAD, missions, a specialty of the F-16CJ from the 78th Fighter Squadron "Bushmasters" at Shaw AFB, S.C.

The objective of a SEAD mission is to destroy or disable radar-guided, surface-to-air missile sites and anti-aircraft artillery guns. The F-16CJ became the sole provider for Air Force SEAD missions when the F-4 Wild Weasel was retired from the Air Force inventory.

The F-16CJ uses the High-speed Anti-Radiation Missile Targeting System and the High Speed Anti-Radiation Missile, which together identify and destroy enemy missile sites.

Once the HTS detects an enemy radar-equipped air defense system, HARMs

destroy them by honing in on the radar emissions. The F-16CJ is perfectly suited for the SEAD mission. It has a top speed of approximately 1,500 mph and carries an M-61A1, 20mm multi-barrel cannon with 500 rounds; while external stations can carry up to six air-to-surface munitions and electronic countermeasure pods.

In an air-to-surface role, the F-16 can fly more than 500 miles, deliver its weapons with superior accuracy, defend itself against enemy aircraft, and return to its starting point. An all-weather capability allows it to accurately deliver ordnance during non-visual bombing conditions.

The Bushmasters are qualified to fly SEAD missions because of the specialized training they get at Shaw, which includes using simulators, conducting threat training, and using air-to-ground ranges. The training back home pays off bringing skilled and ready airmen to the fight; however, it doesn't end there.

"What we've done here has changed how we train. We integrate more of the tactics that we do here at home," said Capt. Mike Hurt, F-16 pilot.

Having a high operations tempo rate has brought many comparisons between training at home and training during a contingency.

"At home there is highly individualized training which is very good for the pilot, but it is much more static," said Lt. Col. Jon Armstrong, 78th FS commander. "Some good training that we are getting here includes working with air refueling tanker operations and larger force integration. Our pilots are also being given the opportunity for real-time decision making and the requirement to be flexible."

In addition to some valuable training, the pilots are also flying more frequently. "Being in a contingency operation, my people are getting about 50 percent more sorties than back home," said Armstrong. "The reason is that we have fewer pilots and we are flying seven days of week."

The F-16 has had a role in this area of operations for some time now. The USAF F-16 multi-mission fighters were deployed to the Persian Gulf in 1991 in support of Operation Desert Storm, flying more sorties than any other aircraft. These fighters were used to attack airfields, military production facilities, and surface-to-air and Scud missile sites. (Courtesy of ACC News Service)

Navy professor helps Air Force contingency planning

by Dale Kuska

Special to the American Forces Press Service

MONTEREY, Calif. (AFNS - 980083) — When the Air Force decided to go with the C-17 cargo plane and the Office of the Secretary of Defense needed to look at base infrastructure in Europe, they turned to a complex computer model designed in part by professors and students of the Naval Postgraduate School here.

Their creation, called a mobility optimization model, contains over 150,000 equations and 200,000 variables and can compute the best contingency operation plan in 30 minutes to two and a half hours. For instance, it helps the Air Force plan how to get troops and supplies to a designated location.

"In a military contingency, you have cargo and passengers from a variety of places that have to be delivered to the theater of operations," said Professor Richard Rosenthal, operations research department chairman and one of the model's designers. "You're given a fleet of aircraft and a network of routes and air bases to achieve that mission. You will never have enough resources to do this, so we use modeling techniques to determine the best solution, the most efficient use of available resources to achieve the goal."

Recent graduate Air Force Maj. Steven Baker worked on his doctorate dissertation with Rosenthal and the optimization model. Baker said the model has opened some important eyes in the transportation community, including Air Force planners in the Pentagon and the commanders of the Air Mobility Command and U.S. Transportation Command.

Baker, who's moving on to the Air Force Academy as an associate professor, recently briefed the Air Mobility Command staff at Scott Air Force Base, Ill., on the use of the latest optimization model. The command is the one most responsible for Air Force contingency planning.

"For quite a while now, AMC has principally been using a simulation to run their highly detailed modeling for things like what kind of plane do we buy to better deploy to a theater, what routes should we fly, or what bases may need more infrastructure?" Baker said. "It has occurred to

Eielson F-16s test dual-role capabilities at back-to-back exercises

by Staff Sgt. George Hayward
354th Fighter Wing Public Affairs

EIELSON AIR FORCE BASE, Alaska

(AFNS - 980071) — The 18th Fighter Squadron deployed 12 F-16s and nearly 150 people Jan. 13 to Tyndall Air Force Base, Fla., for back-to-back exercises that will test their weapons and how well their pilots use them.

The squadron is working with the 475th Weapons Evaluation Group there in Combat Archer and Combat Hammer exercises, which test F-16 weapons against flying and ground targets, respectively. The squadron is the first unit to participate in the exercises back-to-back, said Staff Sgt. Bob Kelley, an 18th FS unit deployment manager. Combat Hammer is normally run at nearby Eglin Air Force Base, Fla.

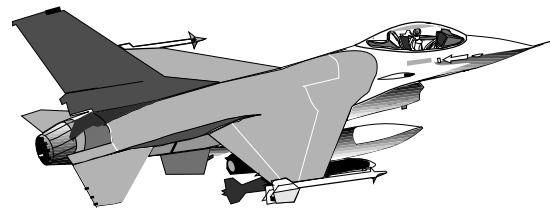
In Combat Archer, the 26 deployed pilots will fire AIM-9 and AIM-120 missiles at unmanned flying drones over the Gulf of Mexico. "We'll be testing our aircraft, and pilots' and weapons' accuracy in air-to-air situations," Kelley said.

As soon as Combat Archer ends, the unit will test their bomb-dropping efficiency in Combat Hammer. F-16s will drop GBU-12 bombs on simulated land targets like tanks.

During the three-week deployment, the squadron may fly as many as 24 sorties a day. Kelly said the launches will be similar to "surges," where aircraft launch as rapidly as possible. "As soon as they land, the ground crews will service them and they'll go right back up again," he said. "They'll be making up a lot of sorties we lost during the winter."

During the deployment, Eielson pilots also will achieve another Tyndall weapons test first.

At the beginning of Combat Hammer, two F-16s will fly armed with both missiles and bombs, testing their accuracy against air and land targets in the same sorties. "Since our aircraft are dual-rolled for both air-to-air and ground support, we're going to see how well those roles operate together," Kelley said. "But we will be the first unit to do that at Tyndall." (Courtesy of PACAF News Service)



most people within the (operations research) community that while simulation is an effective tool for this, optimization is also very effective, because what optimization gives is the best possible solution.

"The tradeoff is that while optimization tells you the best way to reach your goal, it cannot be as detailed as a simulation because of its complexity. But the response at AMC was pretty positive overall."

Rosenthal, along with students and other professors, has been working with the Air Force since 1993 and has received accolades for this work. He recently won the Military Operations Research Society Rist Prize for the second time. The award is one of the highest honors in the operations research community, and Rosenthal is the only person to have won it twice. He said he is honored, but credits his environment and colleagues for a lot of his success.

"The Naval Postgraduate School has an outstanding record in the achievement of optimization modeling," he said. "In fact, this is the fourth award we have received for this kind of work. There is a very unique atmosphere here — one that allows civilian professors to work on important military problems. And we have such outstanding students to work with."

While Baker said he is proud to provide a useful and tangible benefit to his service, he expressed some surprise.

"When I came to study here, I thought the principal benefits I would derive were a piece of paper when I graduated and a whole bunch of knowledge. I did not believe that I would become more familiar with my service's problems and day to day operations," Baker said. "I'm coming out of here with a pretty solid knowledge of how airlift works in this country." (Kuska is a writer with the Naval Postgraduate School.

Travis team spends holidays on tropical island

by 1st Lt. Craig Heighton

60th Air Mobility Wing public affairs

TRAVIS AIR FORCE BASE, Calif. (AFNS - 980057) — For some Travis AFB members, the holidays were more Jimmy Buffet than Santa Claus as they spent Thanksgiving and Christmas on a tropical island in the Indian Ocean.

About 140 maintainers and aircrew members deployed late November to Diego Garcia, a 37-mile-long atoll south of India, as part of a military build-up in response to Iraq's non-compliance with United Nations resolutions.

Travis KC-10s and air refueling crews joined maintenance, transportation and supply support staff for a six-week stint on the island. The KC-10s were there to refuel a fleet of 8th Air Force B-52 bombers temporarily based at Diego Garcia.

Being away from home during the holidays was difficult on the team, said Lt. Col. Ray Torres, 6th Air Refueling Squadron commander here and base commander at Diego Garcia during the operation.

"There's no doubt it's tough," he said. "But usually when we deploy like this, we all know each other fairly well and we become our own little community even though we don't have our spouses and children."

Local merchants and families back at Travis sent the deployed members some holiday cheer, Torres said. A local hardware store gave the team an 18-foot Christmas tree and the Travis base exchange donated ornaments and decorations.

People deployed to Diego Garcia were able to talk to family members through morale calls, and technology made the deployment easier to cope with, Torres said.

"I commend the Travis operators for helping with the morale calls," he said. "And now, with e-mail, troops are better able to communicate with those back home."

The deployed Travis members returned to California Jan. 3, when aircraft and people from McGuire Air Force Base, N.J. took over the mission at Diego Garcia. (Courtesy Air Mobility Command News Service)

Air Force weather squadron had its eyes on '98 ice storm

FORT DRUM, N.Y. (AFNS -

980069) — The 20th Air Support Operations Squadron Weather Flight provides 24 hour, 7 day a week forecasting and observing support to Fort Drum and Wheeler-Sack Army Airfield in upstate New York. Jan. 7th was no exception when a major ice storm hit the northern United States and eastern Canada. Using sophisticated computer models and high-resolution weather satellite imagery, the Fort Drum forecasters had their eyes on the storm before it hit.

Second Lieutenant Adam Stevens issued the initial warning for freezing rain. "This was not a typical freezing rain event," Stevens said. "Usually the cold air is in place and the warm air overruns it. In this case, the cold air was up in Canada and it seeped down the St. Lawrence Valley, gradually cooling surface temperatures below freezing."

Initially, roads and sidewalks were warm due to the unseasonably warm weather of the previous few days and ice did not build up quickly on these surfaces. Tree limbs and powerlines, however, cooled much more quickly and there was a significant build up of ice by midnight of Jan. 7. And the freezing rain did not let up.

By Jan. 8, travel had become so treacherous that no one was venturing out. Only Assistant Chief of Weather Station Operations TSgt. Darren Obermeyer and forecaster TSgt. John Leslie manned the weather station. They performed both forecasting and observing functions for the next 24 hours.

At one point, the weather station generator failed for several hours and the two 20th ASOS NCOs worked in the dark with only flashlights and light sticks. They still had telephone service, however, and continued to forecast and take observations, providing vital weather information and data to other weather stations so it could be entered into the national weather database. The 20th ASOS weather station was the only one in the area to remain operational throughout the storm.

"These guys are heroes," said Maj. Mark Schrader, Fort Drum's 10th Mountain Division staff weather officer and weather flight commander. "Next to responding to war orders and aircraft

emergencies and mishaps, preparing and disseminating observations, warnings, and forecasts are our number one priorities. To say that these guys were getting the job done, and getting it done well, under less than ideal conditions, is putting it mildly."

As the storm began to subside, weather personnel living on and near post began to make their way to the station, working long hours when they themselves were without heat and light at home.

As the only operational source of weather information in the northern New York area during the storm and for days afterward, the 20th ASOS Weather Flight provided forecasts for local radio stations, and for state and federal emergency management agencies, helping all of northern New York stay on top of the rapidly changing winter weather conditions. As recovery operations began, the weather flight provided weather support to active Army and National Guard aircrews, emergency MEDEVAC missions, VIPs, and even the pilots flying damage assessment missions.

"You can see an ice storm on the weather charts, but I don't think you can adequately convey the impact of it unless you've seen something like this before," said Maj. Schrader. "I know my forecasters and I have learned a lot from this situation. Even though we can't do a lot to prevent the damage, we know we'll get the word out even more effectively next time."

Air Mobility Command delivers relief supplies to Maine

SCOTT AIR FORCE BASE, Ill.

(AFNS - 980067) — Air Mobility Command C-5 Galaxies and C-17 Globemaster IIIs and their crews are delivering electrical repair people and equipment to Maine, hit recently by severe winter storms.

The aircraft are flying 10 missions, transporting electric line workers, line maintenance trucks and repair equipment from Pope Air Force Base, N.C., to Naval Air Station Brunswick, Maine.

The C-17s from the 437th Airlift Wing, Charleston AFB, S.C., and the C-5s from the 436th Airlift Wing, Dover AFB, Del., will deliver about 116 passengers and 649 tons of cargo to the area, where thousands of people have faced freezing temperatures without electricity the last six days.

The missions were coordinated and

planned by the Tanker Airlift Control Center at Scott. (Courtesy of AMC News Service)

CAP offers help after ice storm's devastation

MAXWELL AIR FORCE BASE, Ala. (AFNS - 980068) — It may very well be the most devastating ice storm in the Northeast's history, but it hasn't stopped the Civil Air Patrol from doing what it does best — conducting "missions for America."

From manning shelters and flying emergency-services officials on damage-assessment flights to establishing statewide communication networks using "ham" radios, Civil Air Patrol units from across the Northeast region are responding with eager and willing volunteers, equipment and aircraft in the wake of a disastrous storm that hit the area Jan. 9.

CAP members from Maine, New York, Connecticut, Pennsylvania, New Jersey and Delaware alongside their federal, state and local disaster-relief counterparts, endured subzero temperatures, icy conditions, continued poor weather and flood conditions to help save lives. They also brought warmth and comfort to thousands of citizens left powerless, freezing and hungry by Mother Nature.

In what the governor of Maine described as the "worst power outage we've ever had," CAP members of the Maine Wing have provided an array of relief services and support. As of today, wing aircrews, in spite of freezing temperatures and inch-thick ice on aircraft hangar doors, were flying numerous damage-assessment flights.

"We are flying aircraft sorties with state and county emergency management agency directors on board to conduct damage assessments of their respective areas," said Maj. Don Littlefield, Maine Wing chief of staff.

According to Maine Wing's emergency services director of communications, Lt. Col. William Rickers of Hartford, Maine, providing a communications network across the state via high frequency radios has been a major challenge.

"Every treetop up here is off. It's like a bomb went off at 200 feet," said Rickers. "And of course, we're powerless. My generator went down over the weekend and the only way I've been able to stay on

the air is by charging the radio batteries with my car. But our network is up and running and every squadron in the wing is on the air."

The communications network manned by the wing's communicators provides a vital link between the state's command centers, shelters and other relief facilities.

The wing also has members on around-the-clock shifts supporting the Red Cross's relief efforts in 15 of the state's 16 counties that have been labeled federal disaster areas. As of today, there were more than 100 shelters across the state providing warmth and comfort for more than 1,700 residents each night. According to news reports, more than 230,000 Maine residents were left without power as a result of the storm.

More than 80 Connecticut Wing members along with eight of their vehicles — including seniors and cadets — traveled to upstate New York to assist with the disaster-relief efforts there.

While there, they conducted street-by-street damage assessments in numerous communities including Altona and Chazy north of Plattsburgh. The information submitted by the CAP assessment teams will be used by Federal Emergency Management Agency to determine the amount of money that will be received in federal disaster aid. The members also carried out other humanitarian efforts such as delivering food and supplies to local shelters and food kitchens.

In New York, members of that state's wing have assisted FEMA, New York's State Emergency Management Office, New York State Department of Transportation, county highway officials and the American Red Cross. They are providing relief support to six counties in the northern part of the state that are now considered federal disaster areas.

Wing aircrews flew local disaster-response officials on numerous flights over affected areas to determine the degree of damage to roads and bridges, flood levels and power lines. As of today, seven missions had been completed for a total of 20 hours in the air. Wing officials were expecting more to be flown as soon as they were requested by any of the response agencies.

In addition, wing members from across the state conducted on-the-ground street damage assessments and worked with the American Red Cross in shelters set up for

the more than 125,000 residents left without power and warmth. In all, more than 150 wing members have supported the relief effort.

"Our people, including the cadets, worked around the clock in support of the state's relief efforts. They were exhausted - mentally and emotionally," said Maj. John Paeper, New York Wing's director of emergency services. "They had a tremendous amount of emotional involvement because, for most of them, the damaged areas included their homes, and yet they still went out and worked for their communities."

And the efforts of the New York Wing cadets did not go unnoticed. In the words of the director of the local Red Cross chapter in Plattsburgh, Jean Roberts, "If this is an example of youth today, our future is in great shape."

In support of the CAP units in the Northeast providing extensive storm-relief efforts, CAP's Pennsylvania, Delaware and New Jersey wings have placed their aircrews and aircraft on alert in case of any emergency requests for their assistance.

Civil Air Patrol, the official Air Force Auxiliary, is a nonprofit organization. It performs more than 85 percent of inland search and rescue missions in the continental United States. In addition to providing a myriad of emergency-services missions, CAP volunteers also take a leading role in aerospace education and serve as mentors to America's youths through CAP's cadet program. For more information about CAP programs, call 1-800-FLY-2338. (Courtesy of the Civil Air Patrol)

C-17 assists earthquake victims in China

SCOTT AIR FORCE BASE, Ill. (AFNS - 980072) — Air Mobility Command is delivering more than 81,000 pounds of relief supplies to Chinese victims of an earthquake that occurred in Northern Hebei Province Jan. 10.

An AMC C-17 Globemaster III loaded the supplies at Kadena Air Base, Japan for the four-hour flight. In addition to the supplies, the U.S. is providing \$25,000 through the office of foreign disaster assistance of the U.S. Agency for International Development.

The precise nature of needed supplies was worked out between the Chinese

authorities, the U.S. Embassy in Beijing and U.S. Pacific Command. The relief supplies include blankets and sleeping bags, medical supplies, humanitarian daily rations, and cold weather clothing.

The humanitarian mission was in response to a formal request from the Chinese government for assistance made to the American Embassy in Beijing.

The C-17, with its three-man crew, was from the 437th Airlift Wing at Charleston Air Force Base, S.C. The aircraft was in the region on a regularly scheduled "Pacific Express" airlift mission delivering high priority cargo to the Pacific theater when they were tasked to deliver the humanitarian supplies to China.

This is not the first C-17 flight into China. In September 1996, as part of the 50th anniversary of World War II, the C-17 reenacted the "Hump" flights made by C-46, C-47 and C-54 aircraft during World War II. (Courtesy of AMC News Service)

Center for special needs children breaks ground

by Roseann Thornberry

37th Training Wing Public Affairs

LACKLAND AIR FORCE BASE, Texas (AFNS - 980078) — A center for children with special needs took another step toward reality Jan. 15 during ground breaking ceremonies for Lackland's new Children's Association for Maximum Potential facility.

Twelve officials from the local community and the Department of Defense each turned over a shovel full of dirt as they broke ground for the Admiral Boorda Center for Children with Special Needs.

The new \$2 million, 18,000-square-foot facility will be named

for the former Chief of Naval Operations, Adm. Jeremy "Mike" Boorda.

Dr. Chris Johnson, CAMP's founder and volunteer executive director, welcomed distinguished guests including: Bettie Boorda; Navy Chaplain (Capt.) Allen Kaplan; Congressman Bill Young, chairman of the Subcommittee on Appropriations on National Security; and Michael Stern of the Fisher Foundation. Stern and Young played key roles in acquiring funding for the facility.

"We're breaking new ground for CAMP, Lackland, the Air Force, the Fisher Foundation and the Department of Defense," Johnson said during the ceremony. It is the "first time there's been a marriage between Air Force Child Development Centers and a private, non-profit organization," she said. "And, (it is) the first time the government has donated money for a grant to a non-profit agency to build a building on a federal base."

As to how it all came about, "It was definitely by divine providence, aided by angels along the way," Johnson said, "particularly 'archangel' Michael Stern, who masterminded it all."

An understandably emotional Bettie Boorda, the admiral's widow and honorary president of the CAMP board of directors, thanked Zachery Fisher, founder of the Fisher Foundation, "for having the foresight to recognize the need of military families to have a center for children with special needs. Our military families are once again in your debt," she said.

Speaking of her late husband, she said he always tried to improve the quality of life for his people. She noted the center will also "help countless children develop their potential. What a wonderful tribute to my husband."

Chaplain Kaplan of the Naval Reserve Readiness Command, Region Six, in

Washington, D.C., said, "Boorda was a people person, a man who felt the pain and joy of others and responded to their feelings. There was no personal problem too small or too big, of any sailor, which could not be brought before the admiral, even as he ran the world's largest Navy," he said.

Kaplan feels Boorda's story, his rise through the ranks from seaman recruit to the chief of naval operations, and his personal role as the father of a special needs child "will inspire children coming to the center to reach their full potential as a human being. There is no fitter memorial to the life of Mike Boorda than this center," he added.

Stern learned of CAMP from the surgeon general of the Air Force three years ago. But it was Boorda's death that "brought many of the people sitting in this room today together as mourners. When I met Chris Johnson," he said, "she had an eviction notice, a blessing in disguise.

"There were two separate concepts at the time," he continued. "We had a young lady here who needed a new building. And Mr. Fisher and I were looking for a way to memorialize Admiral Boorda, who was like a brother to us."

At a dinner with then Secretary of Defense William Perry, CAMP's need for a building was discussed. "Zachery Fisher said, 'But what a wonderful memorial that would make to Mike Boorda.' That's where the whole thing was born. Then I came to Chris," Stern said.

Stern was named an "Angel of CAMP," for "miraculously orchestrating the funding," according to Johnson. "I never dreamed we'd ever have this ground breaking or such a building. We're not going to know what to do."

The new building will allow CAMP to expand physical, occupational and speech



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therapy services; add guest rooms where up to four families may stay while their child is treated at Wilford Hall Medical Center; and add a day care center for mildly ill and post-operative children of all ages.

Construction funds have been allocated from the fiscal 1997 defense budget. Rosen Associates Management Group is CAMP's construction manager, and Marmon Mok the architects. Construction is expected to start within the next few months, following review of the bids and selection of a builder.

The building, near Wilford Hall Medical Center and the Fisher houses, will consolidate CAMP's offices, currently in three World War II-era buildings.

CAMP, founded in 1979, provides a wide range of recreational, rehabilitative, educational and respite services for children with developmental disabilities and their families. CAMP's programs are funded by the United Way, Combined Federal Campaign and Air Force Aid Society.

Husband and wife deploy to Haiti

PORT-AU-PRINCE, Haiti (AFNS - 980080) — The scene is common. An Air Force medical officer is given deployment orders not long after celebrating his marriage. He will be away their first holiday season as husband and wife, not returning for a few months.

What's the wife to do? Go with him, since she is also an Air Force doctor.

Majors' Lyn and Bill Martin are both assigned to the 28th Air Transportable Hospital, Ellsworth Air Force Base, S.D., where they met. They had been married only two months, when Bill Martin received word he would be sent to Haiti at the end of November.

"I thought, 'They can't be serious.' I didn't even know we still had troops in Haiti," he said.

Serious the Air Force was, however, since Bill Martin was one of only two orthopedic surgeons at Ellsworth, and his specialty was required as part of the deployment contingent.

Telling his wife was the next step.

"I wasn't pleased initially," said Lyn Martin. "My next thought was that I wanted to go with him."

Lyn Martin volunteered to join the 28th ATH, but was initially turned down,

because her work as a pediatrician wasn't considered a necessity for the mission. Undeterred, she persevered.

"I gave the rationale that I felt I could do a lot as far as humanitarian assistance," she said. "My commander was very supportive, and sold it to the chain of command."

Lyn Martin's reasoning proved correct. She treats more than 40 children per visit, five to six times a week.

Operating with U. S. Support Group — Haiti as a deployed training unit. The 28th ATH's assignment is two-fold: take care of the nearly 500 servicemembers stationed here, and conduct humanitarian assistance missions for Haitian people in dire need of medical care.

Along with their pre-deployment preparations, such as taking care of their bills and house, came perceptions of what they would see while in Haiti.

"I don't think you could ever imagine a place as bad as this," said Lyn Martin, who has also worked in the Philippines and Zambia in Central Africa. "Port-au-Prince is worse with the raw sewage in the streets and the sheer number of people living here."

Despite the conditions throughout the country, the Martins' biggest concern is the traffic they endure traveling to various humanitarian sites. Roads in Haiti are often unpaved. Even if they are, the streets are saturated with potholes, and inadequate to handle the 2.5 million people residing in the country's capital.

Like the rest of their 28th ATH members, Haiti has afforded the Martins training they would not receive in Ellsworth.

"I hadn't performed an amputation since I was in medical training," said Bill Martin. "Amputations are the last resort, but here, they can be a life-saving thing."

Amidst the poverty and despair, the Martins claim they are making a difference.

"We make the greatest impact in pediatrics," said Lyn Martin. "The adults have more chronic problems like diabetes and hypertension, which we can control. But the child immunizations we perform have life-long impact."

The Martins plan to take leave upon their return to Ellsworth AFB, and visit family they missed over the holiday season. Their priority, however, was not to be apart from each other.

"We're both glad we are here together,"

said Lyn Martin.

To date, the 28th ATH has treated more than 2,000 Haitians since their arrival in December 1997. More than 45,000 Haitians have been cared for since the U. S. Support Group — Haiti's existence began in February 1996.

The U. S. Support Group — Haiti is a joint command conducting civil military operations in the Republic of Haiti. (Courtesy U.S. Support Group — Haiti Public Affairs)

Luke removes darts, restores refuge

by Staff Sgt. Karina Jennings
56th Fighter Wing Public Affairs

LUKE AIR FORCE BASE, Ariz. (AFNS - 980085) — The Air Force is exploring methods to remove jettisoned training darts in an effort to restore wilderness qualities in the Cabeza Prieta National Wildlife Refuge within the base's Barry M. Goldwater Range. "Team Luke" volunteers are conducting the operation in cooperation with refuge officials.

The 17-foot aluminum darts, previously used for air-to-air target training, are not used in current aircraft training. According to range management officials, their removal poses interesting environmental challenges.

Nearly 1,000 darts landed on the refuge during their use between 1956 and 1994. When Congress declared most of the refuge legal wilderness in 1990, the Air Force and U.S. Fish and Wildlife Service began discussing ways to remove them.

"Wilderness is a place you should be able to go and see no trace that humans have been there," explained Laura Thompson-Olais, ecologist for Cabeza Prieta Wildlife Refuge. "That's why we'd like to remove these darts. But we need to do it without leaving tracks or disturbing the animals or vegetation."

A small team from Luke has completed a cooperative removal project with people from the refuge. "Because most of the refuge is defined as 'wilderness,' use of vehicles is very limited," said Maj. Scout Monroe, chief of environmental science management at the range management office. "The two darts we removed recently were very near a road, but many of the darts are miles from roads. Plus, they weigh more than 200 pounds, so carrying them out isn't easy."

Other challenges include the rough desert terrain, and the need to minimize impacts to desert lands and animals.

"The refuge may allow a trial removal using helicopters next fall, but that will take some careful planning. Motorized and mechanized equipment of any kind is generally inconsistent with wilderness management," said Thompson-Olais.

"When we get to the point where we're ready to remove the darts farthest away from roads, helicopters might be the only tool we can use to get the job done," said Monroe. "But right now, we're going to concentrate on using volunteers from the base and the community to remove darts closest to the roads.

"Preserving wild places for our children to enjoy is important. This is a challenge, to be sure, but I think we can make it happen," she said. (Courtesy of Air Education and Training Command News Service)

Flood relief leads to Humanitarian Medal

RANDOLPH AIR FORCE BASE, Texas (AFNS - 980056) — The Office of the Secretary of the Army has announced approval of the Humanitarian Service Medal for those Air Force people who were assigned to Operation Snow Blow assisting in the humanitarian flood relief actions in the following locations and dates:

■North Dakota: Jan. 12, 1997 through Feb. 7, 1997 (Minot AFB and Grand Forks AFB)

■South Dakota: Jan. 10, 1997 through Feb. 7, 1997 (Ellsworth AFB)

Military members who distinguished themselves and directly participated in these operations for at least one day are eligible for the Humanitarian Service Medal. Direct participation is defined as being physically present at the designated location and having directly contributed to and influence the action.

By-name listings are available for people to verify their eligibility. Members may contact the following military personnel flight career enhancement offices for more information: Grand Forks, DSN 362-3269; Minot, DSN 453-4387; or Ellsworth, DSN 675-4756. (Courtesy Air Force Personnel Center News Service)

Tent renovations improve quality of life at Taszar

TASZAR AIR BASE, Hungary (AFNS - 980058) — The 406th Air Expeditionary Wing continues to address quality of life issues here with tent renovations in Air Force village.

Volunteers from the 406th Expeditionary Air Base Group Civil Engineer Flight and other organizations have already renovated about half of the 45 tents in the village.

Renovations, which began in mid-December, include plywood walls that section off six 6' x 8' personal areas, a larger common area, and new door handles and latches or repairs to doors. Some doors are also being replaced.

According to Master Sgt. Fred Kolmorgen, 406th EABG CEF, the project began when some civil engineer members in a tent were hanging blankets to create partitions for privacy. Kolmorgen said the engineers thought the arrangement "looked shoddy" and took it upon themselves to renovate their own living area.

Kolmorgen said Staff Sgt. Jason Baker, a pavement and equipment operator from Ramstein Air Base, Germany, led the way with the project.

"The tent we moved into had no walls. Once we found out that was the tent we were going to stay in for the duration, we asked permission to put some walls up," Baker said.

When Lt. Gen. William Begert, U.S. Air Forces in Europe vice commander, visited Taszar in the fall, he toured the renovated tent, liked what he saw and helped get funding for the project so all Air Force village tents could be renovated.

"The folks involved with this project deserve high praise for their outstanding initiative and attention to quality of life issues," said Begert. "Theirs is the kind of attitude that makes the difference between a standard deployment environment and one that is above standard."

In deference to quiet hours, renovation crews continue to work from 2 p.m. to 10 p.m. Kolmorgen said members of the village community have been really understanding and flexible during the project.

Of course, some people were reluctant to move because they preferred the amenities of their original tent.

"We wanted to move our porch, but

they told us it was too heavy," said Staff Sgt. Mike Gilbert, 406th EABG air traffic controller. "But now we have a lot bigger common area inside and sturdier walls than before."

Baker said the first few tents were a little challenging but once the crews settled into specific jobs they established a rhythm.

He said moving is probably the most time-consuming chore of the process. Once a tent is empty, renovations take about three hours. (Courtesy USAFE News Service)

Hurlburt offers airmen buffet-style dining

by Airman 1st Class Greg Davenport
16th Special Operations Wing Public Affairs

HURLBURT FIELD, Fla. (AFNS - 980062) — Self-serve, buffet-style dining is the new entree at The Reef, Hurlburt's dining facility.

As part of an Air Force Services Agency test, The Reef is now set up similar to commercial restaurants. According to Tech. Sgt. Jeff Guilmette, The Reef's facility manager, airmen now have more variety in food and a more relaxed atmosphere.

"Right now it's just a 120-day test," Guilmette said. "If we meet the expectations of the Air Force and customers decide this is what they like, then we're definitely going to stick with it."

The new dining concept came in response to airmen's requests for more variety and quicker serving times via self service, Guilmette said. If successful, the buffet concept could be on the menu Air Force wide.

"In the past the Air Force used to say this is what we can give you and that's all you got," Guilmette said. "But the Air Force has listened to customers who now can come in and get what they want on a larger scale."

The sergeant said the Air Force has put a lot of research into developing this concept. Using buffet-style restaurants in the commercial industry as a guideline, the Air Force developed the plan for the buffet and how to start it. Services took it one step further and did field research of its own to see what commercial restaurants serve off base to better prepare to run the buffet.

"We found that most buffets have a rotation of different food, yet core food

will always be there," Guilmette said. "We've adopted that idea so that if airmen don't like our entrees but like our fried chicken, then they know every time they come here they'll always have fried chicken. It's a win-win situation."

According to Lt. Col. Mike Iovieno, 16th Services Squadron commander, the buffet will still be good for everyone.

"Subsistence allowance customers can still go to the regular cafe for traditional dining and pay low separate prices for each item they want," Iovieno said. "But, this concept allows those who want a buffet to come, pay a set price and eat as much as they want."

New DPP improvements announced by AAFES

DALLAS (AFNS - 980075) — The Army and Air Force Exchange Service has announced a series of changes that will improve the in-house exchange credit program known as the Deferred Payment Plan.

Beginning in the summer of 1998, instead of deducting two-thirds of available pay to cover delinquent accounts, the program will deduct only the delinquent amount for the first two unresolved delinquencies. A third unresolved delinquency will result in the original two-thirds deduction of pay.

"We're doing this to reduce the hardship that some DPP customers, experiencing financial difficulty, are encountering," said AAFES DPP liaison officer, Lt. Col. Keith A. Howell.

Also, a new software may be implemented soon called "Vision Plus." It will provide different interest rates and multiple credit plans to DPP's best customers. "The new program will allow for more timely credit approval and we know how important time is to our customers," said Howell.

In February 1996, AAFES implemented a new system of providing credit to customers. Instead of giving credit based on rank, they moved to giving credit based on past credit history. Through this system, AAFES was able to bring the delinquency rate down from 9.2 percent in 1996 to 7.1 percent in 1997.

"We want to be a world-class credit program that is competitive and comparable to any credit program out there," Howell said.

Now showing: January 26 Edition of Air Force Television News



KELLY AIR FORCE BASE, Texas (AFNS) —

Medical care — it's something that affects every Air Force family. It tops the list of stories in the latest edition of Air Force Television News.

The surgeon general of the Air Force, Lt. Gen. Chip Roadman, discusses the bumpy road for TRICARE, the military's answer to the health maintenance organization approach to medical care, and how the program is now traveling a very healthy road. The program also looks at a unique genetics testing laboratory at Keesler Air Force Base, Miss., and how the staff there is providing valuable information to Air Force families.

Also featured in this edition of Air Force Television News is an in-depth look at the cooperative effort between the Air Force and private industry in the exploration of space. Finally, a profile is presented of a young man from an area of Illinois where drive-by shootings were a virtual way of life, and how he beat the odds to become a star at the Air Force Academy, both on and off the gridiron.

Air Force Television News is a bi-weekly production of Air Force Internal Information. It is distributed on videotape to more than 3,000 military and civilian outlets worldwide, as well as being seen on some 700 cable access outlets nationwide. Viewers can comment on the program by using the e-mail address: aftn@master.pa.af.mil.

Last year DPP contributed more than \$22 million in dividends to Morale, Welfare, and Recreation programs. At the same time, AAFES paid \$18.4 million in commercial credit card processing fees to Visa, Master Card, American Express and Discover for purchases made at AAFES facilities.

If those same purchases on credit had

been made through DPP, which has no external processing fees, approximately half of the money paid for commercial credit card processing would have gone to MWR programs instead.

"DPP is an important consideration for all AAFES customers when choosing a source of credit for purchases from the Exchange," said Howell. (Courtesy of AAFES News Service)

AAFES makes buying postage stamps more convenient

DALLAS (AFNS - 980079) — The Army and Air Force Exchange Service has made it easier for customers to buy U.S. postage stamps at its retail stores.

In the past, local exchanges bought postage stamps through petty cash funds outside the primary AAFES procurement system, said Bob Van Loan, a senior business program specialist at AAFES' Dallas headquarters.

This meant postage stamps had to be rung up separately from other merchandise at the cash register or sold at the cashier office, requiring the customer to make a second stop.

That has changed. Now, when customers buy postage stamps at their local exchange, the stamps will be scanned and processed at the register just like any other routine merchandise. This is possible because exchanges can now buy postage stamps with their AAFES procurement card and place it on the store's main inventory list. Stamps will be available at all cash registers.

The intent behind the change is twofold, Van Loan said. First, it adds convenience for the customer. Second, it's a step toward eliminating petty cash funds and making local purchases easier for the exchanges. (Courtesy of AAFES News Service)

America commemorates first successful satellite launch

by 1st Lt. Ken Hoffman
45th Space Wing Public Affairs

CAPE CANAVERAL AIR STATION, Fla. (AFNS - 980060) — Forty years ago on Jan. 31 at 10:48 p.m. EST, the United States celebrated its first

successful satellite launch into space, forever changing America's means of communicating, navigating, monitoring weather and exploring the universe.

"It's amazing to think in early 1958 America had just one satellite in orbit. Today, if you include other nations, there are more than 500 satellites in orbit which will be joined by another 1,200 to 1,500 in the next decade," said Brig. Gen. Randy Starbuck, 45th Space Wing Commander. "Many of those military and commercial satellites, like Explorer I, were put there by the Air Force, Boeing, Lockheed Martin and NASA from right here at Cape Canaveral Air Station," he added.

The historic 1958 launch catapulted America into a space race led by the Russians. Four months before, Soviet scientists had launched Sputnik 1 and followed a month later with the dog-carrying Sputnik 2.

America's launch vehicle, a U.S. Army modified Redstone booster known as the Jupiter C, stood 70-feet tall, was just under six feet in diameter and weighed 68,000 pounds. The single main engine could develop a thrust of 83,000 pounds using liquid oxygen as an oxidizer and a hydrazine-based fuel called hydyne.

The satellite launch came after two one-day delays due to high winds. Crammed into its tiny payload section, Explorer I carried instruments to study the space environment and two radio transmitters for sending information back to earth.

Sensitive microphones in the forward section measured micrometeorite impacts. Temperature sensors measured payload and hull temperatures, and helped evaluate the application of surface coatings for passive temperature control.

The most important scientific instrument was a Geiger Counter package designed by Dr. James Van Allen of the University of Iowa to measure the intensity of cosmic ray radiation around the earth. This region is now known as the Van Allen Radiation Belt.

The satellite made more than 58,000 orbits around the earth, traveling at speeds of more than 17,000 mph. Explorer I ceased transmission of data on May 23, 1958 when its batteries died, but remained in orbit for more than 12 years. It made a fiery reentry over the Pacific Ocean on March 31, 1970.

"In 1958 it was Explorer I; today we have Cassini on its way to Saturn. And, as

we look at the future it is important to realize that commercial and military developments of space are vital to our economy and national security," said Starbuck. "Cape Canaveral Air Station is a superb example of the Air Force moving into the 21st Century guided by our vision of being the world's premier gateway to space. We are a critical component of a lean but effective national defense force.

"Currently, the United States alone has more than 200 active commercial, civil, and military satellites on orbit, contributing to our national defense and delivering services ranging from entertainment, to education, to weather reports, to global navigation, and much more that many of us take for granted every day," he said.

Atomic clock in space to reach new heights of accuracy

BOULDER, Colo. (AFNS - 980077)

— Researchers at the National Institute of Standards and Technology soon will begin work on an advanced laser-cooled cesium atomic clock that will be placed on the International Space Station.

The clock will be designed to take advantage of the lack of gravity to increase its accuracy. It will be used for experiments in fundamental physics, for studying the orbits of Global Positioning System satellites and for improving the realization of the definition of the second.

With funding from the National Aeronautics and Space Administration, the proposed work will involve interaction with clock projects at Stanford University, Palo Alto, Calif., and the European Space Agency. The Jet Propulsion Laboratory in Pasadena, Calif. will be responsible for the clock's compatibility with the launch vehicle and the space environment.

The projected accuracy of the space clock will be at least 10 times better than the best Earth-based clocks.

The accuracy of Earth-bound cesium atomic clocks is limited by the length of time each cesium atom can be observed — on Earth; gravity quickly removes the atoms from the observation region. In the microgravity environment of space, each atom can be observed for many seconds.

The space clock will enable researchers to make gravitational red-shift measurements, test whether the speed of light is truly the same in all directions, and do

other relativity experiments.

It will also improve the determination of GPS orbital parameters, which will be useful for certain GPS applications, improve the determination of the duration of the second, and improve our ability to compare and synchronize clocks at various places on Earth.

The NASA grant of \$150,000 will fund the first year of a five-year "flight definition phase" of development, with funding of \$200,000 per year for the other four years. The long-term schedule calls for the clock to be ready to fly in five to seven years.

As a non-regulatory agency of the Commerce Department's Technology Administration, NIST promotes U.S. economic growth by working with industry to develop and apply technology, measurements and standards. (Courtesy of NIST News Service)

B-2 Spirit opens Superbowl

SAN DIEGO (AFNS - 980081) — A

U.S. Air Force B-2 stealth bomber will fly over Qualcomm Stadium here Sunday, Jan. 25, at 3:17 p.m. (PST) to kick off Superbowl XXXII.

The B-2A Spirit is assigned to the 509th Bomb Wing, Whiteman Air Force Base, Mo., and will depart from Edwards AFB, near Palmdale, Calif. for the flyover. Lt. Col. Will Gildner, aircraft pilot, and Capt. Roger Forsyth, mission commander, both natives of San Diego, will fly over the stadium immediately following the national anthem, sung by pop artist Jewel.

The aircraft, named "Spirit of Oklahoma," will fly over the stadium at an altitude of 1,000 feet at about 280 mph.

The B-2s combination of low observability, or stealth technology, large payload capacity, near-precision munitions and long range give it a unique ability to penetrate sophisticated enemy defenses and threaten an enemy's war-making capability.

"Chasing" the B-2 and providing a real-time video image will be an Air Force F-16D, assigned to the 416th Flight Test Squadron at Edwards AFB. The B-2 bomber is an integral part of the US Air Force's bomber force, which provides our country the capability to rapidly respond to crises anywhere in the world with tremendous lethality, at minimal risk to American lives.